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Hongkong, 29th April, 1908. [a327]

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Arrive Changchun 6 p.m.
Ar. Mukden 7 p.m.
Ar. Dairen 8.10 a.m.
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Hongkong, 10th July, 1909. [41]

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Hongkong, 24th July, 1905. [a651]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a196]

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MANAGER—MR. H. N. BEAUPREPAIRE.

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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.
Hongkong, 19th July, 1909. [29]NOTICE TO CORRESPONDENTS.
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Correspondents must forward their names and
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The Daily Press.

HONGKONG, JULY 19TH 1909.

In the Annual Report for 1907 on Reforms and Progress in Korea, compiled by the Japanese Residency-General at Seoul, it is affirmed that "it has been the unbroken policy of Japan to open 'the Hermit Kingdom' to the world, to establish terms of neighbourly friendship with the peninsular nation, to strengthen the Korean Imperial House, and to maintain the independence of the country." The Report tells us that Japan's endeavour to maintain Korea's independence led to the war with China; and that Japan was again compelled to engage in a costly war with Russia "largely on account of Korean affairs." All this is very naive, but it would be sheer humbug to suggest that Korean interests were the paramount consideration; the interests that were paramount were, of course, those of Japan. It was recognised as vital to her existence as a nation that Korea should not come under the domination of any other foreign Power, and so Japan twice went to war to prevent that eventuality. In the words of Prince Iro, "the identity of Korean and Japanese interests in Korea will not permit Japan to leave Korea to the care of any other foreign country. She must assume the charge herself." What identity of interests there is between the two countries is not very obvious, but it is plain to everyone that it is necessary for strategic and other reasons that Korea should virtually, if not in name, form part of the Empire of Japan. Japan, it is true, has definitively guaranteed the "independence and territorial integrity of the Korean Empire", but when we see

the Defences and the Judiciary of Korea, as well as the Posts and Telegraphs, given over to the absolute control of Japan, it appears to be a curious kind of "independence" that Korea is permitted to enjoy. The Agreement announced in Tokyo last week transferring to Japan the control of the Korean Judiciary, as well as the military forces, is but the formal declaration of what is already in fact accomplished. Japanese subjects for sometime past have held numerous appointments in the Korean Courts which have been established or remodelled by the Japanese. In the Court of Cassation there is a Japanese chief justice, a chief procurator, two judges and five clerks; in each of the three Courts of Appeal there is a Japanese chief justice, two judges, a chief procurator, an assistant procurator, and five clerks; the eight Local Courts have Japanese subjects filling the positions of chief justice and senior procurator, and there are besides thirty-two Japanese judges and eighty clerks attached to these Local Courts, while a Japanese judge and a Japanese clerk are attached to each District Court in Korea. All this is provided for in previous Agreements, and we conclude that the new Agreement is designed to accelerate the reform of the judicial procedure, chiefly for the purpose of getting rid of the extra-territorial jurisdiction of other Powers in Korea as speedily as possible. Our Tokyo correspondent in a telegram a few days ago mentioned that the Japanese Press attached considerable importance to the Agreement on this account. It is very evident that this object has been kept well in view by the Residency-General at Seoul, for in the Report from which we have already quoted, a couple of pages are devoted to a reference to the subject of Consular Jurisdiction, it being mentioned among other things that what with the improved methods of government, central and local, which are gradually taking root throughout the country, and what with modern law courts with competent Japanese judges and procurators, the importance of maintaining consular jurisdiction "has thus greatly diminished, and it is now rather the case that certain inconveniences resulting from its continuance are becoming palpable." Possibly this is illustrated by a difficulty at present engaging attention in Korea. Three new taxes have been decided upon—a tax on house property, a tax on tobacco, and a tax on sake. It was apparently the intention of the authorities to levy them on foreigners and natives alike. The Consuls had a conference on the subject, and we gather from the reports in the Japanese papers that while they claim for their nationals exemption from taxation within the limits of the Treaty ports they are not prepared to claim exemption for those residing beyond those limits. It is interesting to observe that the Japanese residents in Korea, who constitute the largest body of foreigners, are offering the strongest opposition to the taxes, and claiming exemption as an extraterritorial privilege, while they and many other foreigners are completely ignoring all the restrictions as to residence and trade which the Treaties impose. Here, then, we have an illustration of the inconvenience of extra-territorial jurisdiction. There are probably as many foreigners outside as within the limits of the Treaty ports of Korea. We find it stated in the Report to that allusion has already been made that "many missionaries, some of them helping to maintain schools and hospitals, are residing in towns and villages in the interior quite outside Treaty limits; many hundreds of miners—Americans, Chinese and Japanese—are engaging in agriculture in the interior of the country." There can be no doubt that all this is very inconvenient in a country where the Powers claim extraterritorial jurisdiction. All the Powers in their Treaties with Korea, however, have given the promise to renounce extraterritorial jurisdiction when the laws and judicial procedure of the country shall be held to justify the step. Hence we may expect to learn in due course that the arrangement whereby Japan takes the judiciary out of Korean hands has been prompted by the wish to put an end to the system of extraterritorial jurisdiction at the earliest possible date in view of the difficulties and inconveniences which recent events have suggested are likely to constantly arise in the future so long as the system is maintained. Presumably the men as well as the machinery in the judicial administration in Korea will for many years to come be Japanese. The Resident-General has now become much more than an adviser to the Korean Government; he is gradually acquiring the powers of a Viceroy. We are not complaining of this. It has long been recognised as inevitable that Korea should pass completely under the domination of a foreign Power, and

the absorption of the peninsula by Japan is undoubtedly the best solution of the problem in the interests of the peace of the world. So long as the "open door" is maintained the Powers are not likely to offer any objection to the recent development of Japanese policy.

H. M. S. Sandpiper retrains this morning to the West River.

The Bandmann Opera Company will be in Hongkong shortly. They open with the "Waltz Dream."

The King's exequatur empowering Mr. M. D. Derteano to act as Consul-General for Porto at Hongkong has received his Majesty's signature.

Their Excellencies General Sir Joachim Machado, H.C.M.S., and Ko Yu-him, and their suites have kindly accepted invitations to attend the distribution of prizes at the Italian Convant to-morrow.

The typhoon signal was up at Macao yesterday, and the inner harbour was crowded with junks, but there was an entire absence of wind, and the sea was as smooth as glass.

The Government Gazette notifies, for the guidance of all concerned, that His Majesty the King has ruled that flags should be flown at half-mast on the day of the death of any foreign sovereign, and also on the day of the funeral.

On Saturday an enjoyable "At Home" was held on the Japanese cruiser *Otowa*, to which Rear-Admiral Tanigaki, the Captain and Officers of the Japanese Third Squadron invited a large number of Hongkong residents. H.E. the Governor was represented by Captain Mitchell-Taylor A.D.C.

The Senate of the University of London has passed the following resolution:—"That, on condition that application made in accordance with the regulations relating to examinations in the Colonies be received at the University by the 14th of February proceeding examination, the B.D. Honours Examination for external students be held in the Colonies in the year 1910 and subsequently."

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—Ordinance No. 20 of 1909—An Ordinance to amend the Companies (Local Registers) Ordinance, 1907; Ordinance No. 21 of 1909—An Ordinance to regulate the Construction and Management of Railways.

At to-morrow's meeting of the Sanitary Board a letter will be read from Government relative to the report on malaria in Shaikwan and its environs. A minute will be submitted by the Head of the Department relative to additional cemetery bye-laws, and a complaint against the scavenging and conservancy contractor for Shaikwan will be dealt with. The arrangement of duties of sanitary inspectors during 1909 will also be considered.

His Honour Mr. Justice Gompertz delivered decisions in two actions in Chambers on Saturday morning. In the suit brought by Mr. P. W. Golding against Mr. E. G. Jordan to recover \$1,000 due for rent, plaintiff reduced his claim to \$700, and his Lordship entered judgment for that amount. In the action brought by Jackaria Alimshah against Omar C. Moosa for the recovery of \$274.18 alleged to be due for salary and travelling expenses under an agreement of service, and the counterclaim for \$540, his Lordship gave judgment for plaintiff for the amount paid into Court, \$61.22, and allowed defendant \$30 on the counterclaim.

A NEW CRAZE.

The latest craze among the ultra-fashionables of London is to have dirty faces. Some few years ago the same young men developed a fancy for perambulating the streets without hats, but the coming of the automobile has changed the mode of showing that you are not quite as other men. The idea is to carry just enough dirt to look like fast long-distance riders who have just arrived and have had no time to remove the traces of locomotion. A slight disarray of the tie and collar is a great aid to the illusion, while the real artists will add a slight suggestion of cramp in the legs. A finishing touch is given by an oily smear on the nose. This may seem like an exaggeration, but it is not more absurd than the fashion of a century ago, when young men aspired to look like cockchafers or jockeys. But these very aristocratic young men never try to disguise themselves by a look of intelligence, which would, after all, be more effective than any other.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894.][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]THE NEW AMERICAN MINIS-
TER TO CHINA.

LONDON, July 17th.

President Taft has decided to appoint Mr. Charles Crane, a member of a firm of Chicago manufacturers, as American Minister to China.

EARTHQUAKE IN GREECE.

MANY LIVES LOST: MUCH DAMAGE
DONE.

LONDON, July 17th.

An earthquake has occurred in the province of Elis, on the west coast of Greece (opposite Zante). There are many casualties.

Great devastation was caused by the earthquake. Thirty people have been reported killed while 400 houses were destroyed at the village of Havari. A dozen other villages suffered severely.

LONDON, July 18th.

The latest casualty list of the earthquake in Greece places the killed and injured at 116.

MR. CHAMBERLAIN'S
BIRTHDAY.

LONDON, July 17th.

Mrs. Joseph Chamberlain begs the assistance of the Press in gratefully acknowledging the world-wide birthday telegrams which were received by Mr. Chamberlain, who desires to express his sincere thanks for the good wishes expressed. In this expression of thanks he includes Hongkong.

A NEW SHAH PROCLAIMED.

LONDON, July 18th.

A Reuters message from Teheran states that the Crown Prince has been proclaimed Shah and that a provisional government is being formed.

JAPANESE ROYALTY IN
ENGLAND.

LONDON, July 18th.

The Prince and Princess Kuni were present at the State Ball at Buckingham Palace.

THAMES NAVAL PAGEANT.

LONDON, July 18th.

Nearly the whole of the Home and Atlantic Fleets are participating in the Thames naval pageant, between Shoeburyness and Westminster.

The fleets received an enthusiastic welcome from the crowds who lined the banks of the river and the bridges, as well as from those afloat.

SPANISH INFANTE IN
TROUBLE.

LONDON, July 18th.

A telegram from Madrid announces that the Infant Alfonso has been deprived of his title for marrying Beatrice, daughter of the Duke of Edinburgh, without the royal consent. He has also been removed from his regiment.

The offence is triable by the Disciplinary Court.

[FROM THE "CHUNG NGOI SAN PO."]

THE CHINESE MILITARY AND
NAVAL FORCES.

PEKING, July 18th.

An Imperial Edict has been issued emphasising the importance of the development of the Imperial Army and Navy.

The regulations sanctioned by the late Emperor, the Edict mentions, provided that H. M. the Emperor of China should be Commander-in-Chief

of the naval and military forces of the Empire, but H. M. Hsuen Tsung appoints his father the Prince Regent to undertake the duties of the post.

Prince Yuk Lang, Prince Tsoi Fu, Prince Tsoi To and Admiral Sah are appointed to assist the Regent.

AGITATION AGAINST THE CHINESE
IN INDO-CHINA.

The *Courrier d'Haiphong* is endeavouring to stir up public sentiment against the dominant influence of the Chinese in Indo-China. Our contemporary says France spent on the conquest of Indo-China a little more than 750 millions of francs. Two loans amounting to 280 millions have been contracted and spent on the development of the country. Every year about 150 millions of francs are demanded by way of taxation to cover the expense of administration. These are the pecuniary sacrifices which it is possible to value. But who can count the moral sacrifices that have been made, the number of soldiers, officials and Colonists who have died in the breach, doing each in his sphere his duty to guarantee to France the free possession of the country to increase her colonial domain? Who, asks the writer, has benefited by these enormous sacrifices? He sadly answers the question that these sacrifices have only served, with some rare exceptions, to enrich the stranger, "our worst enemy, the enemy who opposed our conquest—the Chinese!" It is complained that the government has outrageously favoured the Chinese to the detriment of the natives of Annam and even of the French themselves. The Administration has been prodigal in its favours to the Chinese in the markets and in the exploitation of monopolies, in Cochinchina, in Tonkin, in Annam and in Cambodia. That the Annamite is not a merchant and that there is need of the Chinese intermediary is described as a gross error to which everybody, Governors and colonists, have been voluntary victims: "we have servilely imitated the usage in the neighbouring colonies of Hongkong and Singapore without perceiving that no comparison can be made between these colonies which are purely commercial places where the natives do not count, and Indo-China where we find a dense population which it is necessary to administer and to educate." If the Annamite is not a trader it ought to be recognised, says the writer, that commercial facilities are in him which only need to be developed, and it is the duty of the French as the protectors of the native to develop his facilities, encourage his efforts and to shake off his torpor. But up to the present they have only served to accentuate the oppressive tutelage. Chinese are constantly coming into Indo-China. They come with the single aim of making a fortune and they stop at nothing in striving for that result. Upright and rapacious, the Chinaman grasps everything that may help to assuage his insatiable thirst for money, and all the riches he acquires he takes away to his country of origin. "A member of secret societies of which the *mot d'ordre* is hatred of the European, he excites the Annamite against our domination; he foments and encourages all the intrigues against us; proved a contrabandier, he employs all the resources of fraud to secretly undermine our authority." Thus is the evil stated in order that the remedy might be found, and our contemporary warns the authorities that if they wish to have a French and not a Chinese Indo-China, it will be prudent to adopt *vis-à-vis* this suspected stranger—a policy more in consonance with French interests.

ADVANTAGES OF WET WEATHER.

The sanitary advantages of wet weather are not quite obvious to all of us, says *American Medicine*, "and perhaps if we could order the style we would use as all insist upon having it as dry as a bone." Nevertheless, it notes the Chief Registrar of England recently explained the phenomenally low death rate in 1907 as largely due to the cool and wet summer, which he states was exceptionally favorable to infants. The editor adds: "On our northwest coast it has long been noted that the healthiest time is the rainy season, and that a long period of dry weather is not only decidedly distressing but sickly, too. These facts must be taken to heart by climatologists, and not ignored in the manner we are so prone to treat the heterodox. Those physicians who are advising all patients to seek a dry climate should be aware they have data which leave no doubt that the dryness has been advantageous in such cases. Dogma will not do in this age. If wet weather is really health-giving and life-saving, in all conscience let us send invalids to wet climates and give the dry ones a long needed rest. Of course the invalids will be deprived of sunshine, but many physicians are protecting them from that anyway."

CIGARETTE-MAKING IN THE
BRITISH ARMY.

A exceedingly grave indictment of cigarette-smoking in the Army has been made by Lieut. Gen. Sir W. G. Knox. Sir William points out that the Army Medical Department has embodied in its report an emphatic pronouncement against cigarette smoking, stating that the proportion of soldiers in the United Kingdom is double that in any foreign army. And as regards the effect of the practice on officers he declares that he knows of more than one "regrettable incident" in the Boer war which was the result of loss of nerve, brought on, in his opinion, by over-indulgence. Sir William feels so strongly on the subject that he advocates that in an officers' confidential report should be inserted the question: "Is he an intemperate cigarette smoker?" And as for the rank and file, he quotes the words of the Report of the Army Medical Department for 1907: "Average British recruits are on enlistment the youngest and in the poorest physical condition of those in any civilized army. Moreover, they are nearly all confirmed cigarette smokers."

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

BUFFS V. 3RD CO. R.G.A.

On Saturday afternoon at the V.R.C. enclosure the Buffs scored an easy win from the 3rd Co. R.G.A. in a shield match. The teams were as under:

Buff: Barrard, McMahon and Burke; Cloak; Smith, Stiff and Vincor.
Artillery: Green; Sale and Robinson; Torrington; Baldwin, Ripley and Nash.

From the start it was apparent that the Buffs had an easy thing, and as the game progressed the spectators wearied of watching an incessant bombardment of the Artillery net. The Buffs were faster swimmers, more skilful at throwing the ball, and played with excellent combination. The 3rd Co., on the other hand, flagrantly neglected to mark their men, and this neglect largely brought about the signal defeat which they suffered. About eleven of the thirteen goals scored by the Buffs were due to the marvellous aim of Cloak, the centre half, and it is a remarkable fact that the R. A. team, knowing how dangerous this opponent was still neglected to mark him. Throughout the game he was allowed to swim unaccompanied, was well fed by his comrades, and as the result shows, fully justified the confidence they placed in him. At the end of the first half the score stood at seven goals to one in favour of the Buffs, and in the second moiety they added another six goals to the total. The one goal scored for the Artillery was recorded by Nash who, after a fast swim towards the Buff net was successful in defeating the keeper.

Final: Buffs, 13; Artillery, 1 goal.

LEAGUE TABLE.

The league table now stands:—				
	P.	W.	L.	D.
V.R.C.	2	2	—	4
C.Y.C.	2	2	—	4
Buff	2	2	—	4
Royal Engineers	1	1	—	2
Lusitania	2	1	—	1
33rd Co. R.G.A.	2	1	—	1
Boys' Own Club	1	—	1	—
87th Co. R.G.A.	2	—	2	—
88th Co. R.G.A.	2	—	2	—

THIRD ROUND FIXTURES.

Two matches in the third round of the competition have been arranged for this week. To-night, at six o'clock, the Lusitanians meet the Royal Engineers, and to-morrow night at the same hour the Boys Own Club meet the 87th Co. R.G.A.

LAWN BOWLS.

POLICE V. CIVIL SERVICE.

The return match between these teams on Saturday afternoon resulted in a very good game and an exciting conclusion, victory falling to the Police by the margin of one point. Scores:

Rink No. 1.

C.B.C.C.		P.P.C.	
J. J. Blake	2	T. Glendinning	1
A. Dawson	2	M. O' Sullivan	1
C. Bond	2	T. Gentry	1
A. Thornhill	2	J. Grant	1
(skip)..... 28		(skip)..... 12	

Rink No. 2.

C. W. Brett	2	V. Stuart	1
W. B. Digging	2	J. W. Hanson	1
L. E. Brett	2	G. Sim	1
P. P. Adams	2	W. Pitt	1
(skip)..... 9		(skip)..... 23	

Rink No. 3.

A. Blower	2	J. Ogg	1
C. H. Parkinson	2	G. H. Baker	1
I. A. Wheel	2	W. W. Cooper	1
R. Fenton	2	A. Langley	1
(skip)..... 20		(skip)..... 18	

Rink No. 4.

F. Allen	2	W. G. Gerrard	1
R. Hudson	2	S. Bell	1
M. McIVER	2	S. McEwen	1
W. Fincher	2	W. Robertson	1
(skip)..... 16		(skip)..... 16	
Total..... 73		Total..... 74	

PROPOSED LEAGUE.

The proposed league is under discussion and it is hoped that some practical proposal will result. It certainly ought to stimulate interest in the game and give more definiteness to the matches arranged.

KOWLOON BOWLING CLUB V. KOWLOON
CRICKET CLUB.

A match was arranged between these near neighbours and was played on Saturday afternoon. Four rinks took part and the "cricketers" managed to bring off a victory, the bowlers being down on every rink. Scores:

K.C.C.

Capt. Parkes	2	J. Spitter	1
J. Edwards	2	J. H. Mead	1
T. Petrie	2	R. Lapsley	1
(skip)..... 23		(skip)..... 25	
T. Ramsay	2	D. Neilson	1
C. R. Hamilton	2	E. Wesser	1
J. Ramsay	2	A. Neves	1
A. Ramsay	2	T. Neves	1
(skip)..... 14		(skip)..... 22	
S. Gray	2	W. Polling	1
W. Brown	2	W. Caygill	1
D. Keith	2	E. Vaughan	1
J. Menzies	2	C. W. Alexander	1
(skip)..... 17		(skip)..... 21	
D. McCraig	2	J. Libman	1
A. Smith	2	W. Stewart	1
R. Brown	2	G. R. Edwards	1
A. H. Milroy	2	W. Harvey	1
(skip)..... 13		(skip)..... 22	
Total..... 67		Total..... 90	

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delhi* left Singapore for this port on the 16th instant at 5.30 p.m., with the outward English Mails, and is due here on the 21st instant at about 10 a.m.
The L.G.M. str. *Lutov* which left here on the 18th ultimo, has arrived at Genoa on the 15th inst.

RANDOM REFLECTIONS.

After a week of atmospheric depressions, with corresponding mental depressions, it was a great relief to see the sun on Friday. Everybody welcomed Old Sol. There were many who were perhaps not conscious of any particular expression of gratitude, although they appreciated the change, but no matter whether the glad thought found expression or not, there was joy in most breasts when the overcast skies were replaced by the bright blue and when the succession of storms gave place to genial sunshine. No wonder the ancients regarded the sun with such veneration and worshipped it as the source of all life.

The discussion that took place at the Legislative Council on the subject of sparks was certainly a very proper one. The fires caused by sparks from locomotives at home have been numerous in the past, and it can well be imagined that in a summer heat such as ours with everything in the neighbourhood of the railway embankment as dry as tinder that the danger of crops and even houses becoming ignited from the sparks of our prospective locomotives is very great, and it is satisfactory to learn that steps will be taken to minimise the risk of fire.

The old question cropped up this last week as to whether the Government could be sued. The Hon. Mr. Osborne placed the Government in the same exalted position as the sovereign, that it could do no wrong. I think our forefathers have exploded the idea that the King can do no wrong, and I fancy that few of us regard the Government as quite immaculate. We may not be able to sue it, but we can slander it and say nasty things about it. That seems to be about the only satisfaction we can get out of it.

We know that the local courts have still before them the case in which the Governor on behalf of the Government is bringing an action against a frontager for the performance of a specific contract. We might argue on that, but unfortunately that matter is not settled yet and we don't know where we are. One learned judge who had to decide a similar case wanted to know who is this thing called the Government of Hong Kong. Not a very polite way of referring to such an authority. But it is a legal analysis.

The editorial in the *Daily Press* the other day on the subject of the reported proclamation for the emancipation of slaves in China recalls to mind an incident which took place at Canton a few years ago. A certain Chinese, well known in Hongkong and Canton, had prospered in his business and become wealthy, and accordingly he bought himself the title of *Tsai*. On the day on which he was to assume his new honour, and when his friends had gathered in large numbers to congratulate him, a man stepped forward and to the astonishment of all present claimed him as his slave. It appeared that the expectant *tsai*'s father had been a slave of the claimant's father and as the latter had not purchased his liberty his son could not be a freeman. The event caused a great sensation and the expectant *tsai* had to pay a large sum to secure his freedom. I rather think he lost his promised title, as I understand that no bondmen can hold any office in China.

Hongkong's budget this year will be waited with almost as great interest as the production of Lloyd George at home. Something unusual is bound to happen. It may not be the plundering of hen roosts, but additional money has to be obtained from somewhere, and what these sources will be we would fain know. It has been suggested before that if we needed to raise the wind at any time that it could be done by taxing liquors. I am reminded of this by an utterance of Mr. Bottomley, the M.P., who recently figured so prominently at home, in which he agreed that luxury in drink was a convenient source to tax, but why, he asked, confine it to alcoholic drink? Alcoholic drinks were taxed because they were luxuries, but wasn't every drink in the world a luxury except pure water? Now we come to the point. If the drinker of alcohol was taxed because it was a luxury, what right had he to exclude the citizen who by means of ginger ale, lemonade, soda water, and other gaseous concoctions endeavoured to convert himself into a drinkable human balloon? "Why select alcoholic drink from other kinds of luxuries?" It was a dwindling industry. The days were coming when the triumphant Tariff Reformer would go to the country and say "Drink is gone," and the temperance reformer was already pointing to the pond time when a mug of ginger ale would represent the limits of legitimate hospitality and a barrel of lager beer the crowning symbol of a Bacchanalian orgy. Those would be great days from the point of view of the temperance reformer, but pitiful times for the Chancellor of the Exchequer. (Hear, hear.) If they taxed any kind of drink because it was a luxury, then tax the teetotal beverages as well, and add patriotism to the other virtues of the temperance party.

The argument is a sound one. It seems only fair that teetotalers should bear their share of the burden of taxation, especially as we have departed from the good old days when we as a nation drank ourselves out of debt. The only drawback to the application of such a principle in Hongkong is that it would hardly be worth while. The teetotalers here are so insignificant in number, I mean.

ROBERTSON RANDOLPH.

THE JAPANESE STRIKE IN HAWAII.

Further details of the strike in Hawaii, which was recently announced in a *Daily Press* telegram, are to hand by American files. The correspondent of the San Francisco *Chronicle* gives the following version:—

The latest development of the complicated situation which has grown out of the strike of Japanese plantation labourers, and the subsequent arrest of their leaders, is a charge of burglary preferred to-day by Attorney Joseph Lightfoot, who represents the accused man, against High Sheriff William Henry and Attorney William A. Kinney and Mason F. Prosser, counsel for the Planters' Association. The accusation grows out of the blowing open of the safe in the office of the *Jiji*, the radical Japanese newspaper, and the seizure of books and papers belonging to Editor Suga and others, which are alleged to have revealed a conspiracy among the leaders of the strike to obtain control in the islands. The matter is now being investigated by the Grand Jury.

At a meeting of the strike leaders to-day, M. Noguero urged that the men be advised to return to work, but this course was opposed by F. Makino and others. Although many unofficial approaches have been made in an effort to restore peace between the strikers and their former employers, nothing has yet been accomplished, and the situation remains unchanged. On 2,000 strike-breakers are reported to be at work. The strike leaders, Y. Saka, editor of the *Jiji*, F. Makino, M. Noguero, K. Kawamura and Y. Tanaka, were arraigned on June 18th on the charge preferred against them by the Grand Jury of conspiracy to murder and to induce others to commit crime, in connection with the alleged attempt to take the life of Editor Shebo of the conservative paper *Shimpo*. They all were held to answer, and released on each furnishing a bond \$1,000, in addition to the bond of \$1,250 given when arraigned for conspiracy to induce riot. The fifteen strikers on the *Kuluku* plantation, indicted for rioting, will be arraigned on Monday.

Counsel-General Uyeno cabled to Tokyo that the statement that he was advising the planters not to yield to the demands made by the Japanese plantation labourers for an increase in wages, was evidently a misinterpretation of his cabled report on the situation, and on that basis he declared that he is not advising the planters in any manner, and that he is remaining strictly neutral and only urging his countrymen to preserve order.

SEAWORTHY OR UNSEAWORTHY.

The action of the British-American Tobacco Co., Ltd., versus the Canadian Pacific Railway Co., which was tried before Mr. Justice Bournie on October 30, 1908, has, the *N.C. Daily News* is informed, been settled in London. The case in dispute as shown in the pleadings was that in September, 1907, the plaintiffs, delivered to the defendants 300 cases of cigarettes which were shipped at Vancouver on board the R. M. S. Empress of China. Subsequently to the shipment, the Empress sank at her mooring, owing, it was claimed by plaintiffs, to unseaworthiness, and although she was subsequently raised and pumped out the plaintiffs' goods were delivered in an unmarketable condition. Setting other questions on one side, the case turned largely upon the allegation of unseaworthiness which the defendants strenuously denied, claiming that the sinking of the *China* was due to neglect by one of the engineers in leaving open, or failing properly to close, the apertures through which the water entered the engine room; and that for this neglect the defendants were not liable, as they would have been if they had loaded the goods on an unseaworthy ship. It then became a question whether the *China* had been seaworthy at the time that the loading of the cigarettes began, and had become unseaworthy at some subsequent point of time during the loading. The extreme nicety of the point needs no emphasis; and, as will be remembered, the members of the jury, who were asked to answer the material question which was put to them by the trial, and were thereupon discharged, and upon a subsequent motion for judgment made by the defendants, Mr. Justice Bournie declined to give judgment for either party upon such findings as were recorded by the jury. Applications for leave to appeal were subsequently made by both parties, and the plaintiff finally completed an appeal to the Privy Council for a new trial. As stated above the action has now been compromised upon terms satisfactory to the plaintiffs.

AN INDIAN LIBEL ACTION.

The suit brought by Lala Lajpat Rai against "The Englishman" Ltd., in which the plaintiff claims £50,000 for an alleged libel published in that journal on September 10th, 1907, was taken up by Mr. Justice Fletcher at the High Court, Calcutta, on June 28. Considerable interest was taken in the case and there was a large attendance in court. The alleged libel is said to be contained in a letter from the journal's Punjab correspondent who, purporting to give the true facts of the deport action of Lajpat Rai, said that the native officers of several native regiments in the Punjab had been actually reported to their commanding officers that persistent efforts were being made to tamper with the loyalty of the Sepoys. A galaxy of Indian barristers appeared for the plaintiff, Mr. Eardley Norton for "The Englishman" withdrew the plea of justification, but relied on privilege, claiming that the article was based on discussions in the House of Commons. Judgment was reserved.

A JOURNALISTIC RECORD.

What is the smartest piece of journalistic work on record? The publisher of the Cambridge *Granta* puts in a claim for the Light Blue journal. And here is the story. On a Friday, in the examination for Part II. of the Mathematical Tripos, problems of the usual type appeared on the examination papers. The very next morning, at breakfast, the examiners, on opening their *Granta*, were startled by finding all previous day's questions correctly and completely answered. There was a note to the effect that the editor had called in the office boy, who had no difficulty in disposing of the problems, without interfering with his regular work. The publisher has now given some further details about the "office boy." He was represented by four past Senior Wranglers, who got hold of the examination papers from a candidate who had left the examination room. They worked onwards till past midnight, and the *Granta*, with its model answers, was posted to the examiners at 3 a.m. on Saturday morning!

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NAVY POLITICS.

[BY CARLYON BELLARS, M.P.]

SIR GEORGE ARMSTRONG AND THE ADMIRALTY.

In a letter to the *Times* of the 19th June, Sir George Armstrong continues his campaign in favour of purity of naval administration, and he certainly places the Board of Admiralty in an awkward position, not only in regard to their conduct of operations in 1906, but in reference also to their capacity in 1909. The revelations may be new, but the story is an old one, and I differ from Sir George Armstrong only in regard to his procedure, by which he directly places the entire responsibility on to Admiral Fisher, instead of on the Board of Admiralty as a whole. From my point of view, it is really quite unnecessary to mention that officer in the matter, beyond the fact that he acted in virtue of his position as a member of the Board. The responsibility of the Board is a collective one, and if any one is attacked it should be the political chief. This is the course I took at the Navy League meeting at Oxford, and my action was endorsed by the Executive Committee of the Navy League in the following resolution, which they sent to the Press:—

That the Executive Committee of the Navy League endorses the action of the Vice-Chairman in making public and condemning the printing and circulating of letters by the Admiralty at the taxpayers' expense, in "being wrong" as an incompetent officer, and while stating the expressions of regret which the Admiralty have tendered, the Committee deplores the fact that letters containing personalities should have been officially printed.

COLLECTIVE RESPONSIBILITY.

It cannot be too clearly kept in mind that the bed-rock fact of the situation is that the Cabinet are responsible for the actions of the Board of Admiralty, and that it is impossible for any member of the Board to divest himself of the blame attaching to actions which Sir George Armstrong very truly observes, "have undermined the very foundations of naval discipline, and are entirely foreign to anything experienced in the service for many generations past." In the case referred to in the above communication, the Board printed a statement which, from their own records, they know to be utterly devoid of truth. They printed it in two separate impressions, each 50 per cent. more numerous than the case with other documents that they had printed, and then they circulated them. Having honoured me in previous years by asking me to give a series of lectures on the most varied subjects to the admirals, captains, and commanders of what is now the War College, they chose the moment when I exercised my discretion as a member of Parliament by bringing before the Government's naval policy to attack in this peculiar way Mr. McKenna considers it a mitigation of the offence that so successfully did they do all this behind my back that no public exposure occurred until three years after, when disgraced officers took the only action which was at their disposal where the founts of honour in the administration of the country had been "poisoned." In 1907 I brought forward a resolution on Admiralty administration. An accusation of all sorts of differences was forwarded by the confidential records of a secret court of inquiry on a trifling torpedo-boat collision as far back as 1896 being handed over to a private member and used against me in the House of Commons. To this day I have received no public or written expression of regret.

THE SLIPPERY SLOPE.

The real truth is, of course, that the demoralisation of the Admiralty began with the use of the Press for the purpose of boosting its own administration. On April 17, 1907, Mr. F. E. Smith referred to the way the Admiralty evaded answering questions in the House, and said: "What made the matter more galling was that, as he had indicated, side by side with deliberate and repeated refusals to give information in the House there had grown a system under which inspired communications had been made, not only in the Press, but to persons organising agitation." Referring to the excuse put forward for the enormous increase in the cost of printing documents for the Admiralty, he compared with 1201-2, Mr. F. E. Smith said, in reference to the explanation, that it was due to the expansion of the "intelligence publications" that "no one who had read the publications of the Admiralty during the last four or five years would be in any real doubt as to what was meant by the 'intelligence publications' which had been expanded. It was common knowledge amongst those who had been reading these publications that there was a most appreciable change of tone in them some four or five years ago. That they were now marked by great levity, and that documents had been circulated at the public charge which had no claim to be paid for by the nation." On a later occasion, in 1907, the late Mr. Arnold-Forster said:—

"There had not only been an unfortunate reticence in the answering of questions, but a continuance of that unfortunate policy of surreptitious communications to the Press. . . . He thought that the policy was wasteful of money, and that it should cease. In the latest letter Sir George Armstrong shows how the Admiralty were in the habit of sending out printed copies of letters to junior officers in the Fleet and asking for their return with comments. The question arises as to how far publicists and journalists were favoured in a similar way, and public opinion manufactured by this wicked system."

THE BUDGET.

Mr. Lloyd George is fond of asserting in the Budget discussions that the extra taxation is to provide Dreadnoughts to rival Germany. I really cannot discover how he proves his case. The following figures show the votes for new construction and armaments for the two countries in the last year of office of Mr. Balfour's Government and in the present year:—

VOTES FOR NEW CONSTRUCTION AND ARMAMENTS.	1909-6.	1909-10.
Great Britain	11,569,000	10,256,000
Germany	4,969,000	10,751,000

The figures are official, and show not only a reduced expenditure for Great Britain, but also no attempt to face our obligations in regard to keeping well ahead of Germany. As usually, so far as this year is concerned, the Budget does not provide anything extraordinary for the Navy, unless the Government contemplate supplementary estimates. It is worth noting that in the same period the amount met by loan in Germany has gone up from £2,295,000 to £5,371,000. The latter figure represents 27.78 per cent. of the German navy estimates, and it is worth while asking ourselves whether the Germans would go on building up a navy with borrowed money were it not for the encouragement they obtain from the helpless lethargy of the British Government.

A GEOGRAPHICAL ROMANCE.

COMING RESTORATION OF THE GARDEN OF EDEN.

Mr. William Durban (Editor of the "Homiletic Review"), writes to the *London Express* the following interesting article:—

There is one great region in the world which is the constant cynosure of the eyes of multitudes of intelligent and cultured folk. It is the land of enchantment which lies between those two rivers associated with the very earliest historic times.

Egypt has only its one Nile, but Mesopotamia has two glorious streams, the Tigris and the Euphrates. Between the rivers is one of the most magnificent alluvial valleys on the surface of the globe, and this site of the Paradise of Adam ought to be a garden still, and at no very remote date it will again blossom as the rose.

For, though the great plain that contained the Garden of Eden is what looks like a hopeless desert, it is nothing of the kind. It is not like the Sahara, a waste of sand, but in every square yard contains simply of unused soil, this being of the richest agricultural potentiality. These experts who have tested this alluvium declare that the territory is characterized by unsurpassed possibilities of fertility.

SOLITUDE THAT WILL BE PEOPLED.

You may ride all day over any and every part of the Garden of Eden and will probably never encounter a human being, and perhaps not even an animal. Think what this means, judging by a simple comparison. For the twin valleys of Euphrates and Tigris, enclosing El Jesreh (as the Turks and Arabs call Mesopotamia), from the great vilayets of Baghdad and Basrah, while Southern Mesopotamia belongs to the two other vilayets from Zab to the Indian Ocean, this being the territory between the lower courses of the streams.

Now, there are about a million people in the Baghdad and Basrah vilayets of Northern Mesopotamia, with a vast area of 110,000 square miles, or less than ten to the square mile, and these are nearly all massed in the larger cities—Mosul, Mardin, Uruk, Baghdad, Basrah.

Egypt has less than 15,000 square miles, with a population of about 10,000,000, though with improved irrigation it could support twice as many. Southern Mesopotamia alone could maintain five times as many, and as to Northern Mesopotamia it could certainly provide accommodation for an immensely larger number.

Yet between the rivers over all the enormous waste is not a single hamlet, although it has no inhabitable land; it is everywhere unspeakably fertile.

WHO MADE THIS DESOLATION?

Of course, some desolating power is responsible for this condition. The fairest landscape of the earth should be found here. Here should grow wheat and barley in fields fringed with graceful palm groves. Here should be annually celebrated with the joy of villages the customs and beautiful feast of the "Marriage of the Dates," as in Arabian districts not far off. Here should be produced in riotous abundance millet, malons, quinces, almonds, pomegranates, citrons, figs, prickly pears, oranges, and lemons. And here, where thousands of years ago overflowing abundance smiled, soon may this inter-riverine plain laugh again, and all the world be glad that the great Garden of Eden has burst forth into loveliness once again in the latter days!

For the two things needed to restore population are good government, now assured under the new regime, and an extensive system of irrigation. It was the Old Turk who achieved the desolation; the Young Turk will accomplish the restoration.

The Constantinople English civil engineer, Sir William Wilcocks, with a staff of assistants to survey the whole area between streams, and his report is expected to be soose as to the capabilities of development of the country. But if British surveyors are thus exploring, Jewish capitalists are seriously contemplating financial control of coming constructive schemes, for it is believed that the Hirsch Committee, with its £9,000,000 of funds available when needed, will back the vast enterprise of reclamation.

Who will be the new inhabitants of the Garden of Eden? A fascination attaches to this query. Mesopotamia is the old home, the second home, of the Jews, for thither they were carried captive, multiplied, and became strong. The great prophets Daniel and Ezekiel saw their mighty visions, the Jews in exile hanged their harps, and the famous Babylonian Talmud was written in this wonderful but now silent and forsaken realm.

THE JEWISH SCHEME.

And to-day in Baghdad live many Hebrews, with their synagogues, their schools, and rabbis, who from that old city on the Tigris look up and down the stream and across the great waste towards Euphrates, and wistfully wonder whether ever their second motherland, to which their fathers were brought in bondage, and which was the very Garden of Eden itself, may not some day yet become the refuge of their race.

Zionism, of course, covets primarily Jerusalem and the Holy Places, but we all know that the variant of Zionism, immanes the doctrine that even if Palestine could be secured, it lacks both space and fertility, and could but accommodate a small number of the race.

Mr. Zangwill lately looked to Cyrenaica, but Zionist explorers decide against that part of North Africa. It is arid and waterless, and there are no facilities for irrigation. Not so with the Tigris-Euphratean area. There the conditions are perfect. No engineering is needed, for the land is practically level, and as the Tigris is a little higher than the bed of the Euphrates, everything is favourable. The modern Hebrew vineyards now scattered about Palestine show what can be done under right auspices by agricultural Jews, and those who are taking an interest in the prospect see no reason why a hundred thousand Hebrews should not very speedily settle on the great Mesopotamian plain when the contemplated irrigation plans are perfected.

It is hoped that the new Turkish Government will itself energetically inaugurate the scheme. It has every encouragement. This grand territory was in ancient times the scene of a wonderful network of canals, and many of these simply used for watering. No one doubts that by the end of the next decade two railway systems will have been constructed—one from Aleppo, at the head of the two valleys, to Alexandretta; the other down the Tigris valley through Baghdad to the Persian Gulf.

Both these will powerfully promote British interests, for one will open up Mesopotamian commerce with our Egyptian Protectorate, the other with our Indian Empire. The British people above all others should smile on the schemes that will re-populate this once beautifully fertile and prosperous double valley in Asia.

WAGNER-ON-THE-PIANO.

GRAND OPERA IN A NEW GUISE.

BY MME. ROSE KOENIG.

To say that Wagnerian opera can be played on the piano without losing in the matter of effect sounds somewhat of an impossibility, but that it is not is proved by Mme. Rose Koenig, who gave a pianoforte recital at Leighton House recently of scenes from "Parsifal," "The Valkyries," "Siegfried," "The Twilight of the Gods," and "Tristan and Isolde."

Mme. Koenig describes her methods in the following article:—

I think the beginning of it all was a birthday present of the complete scores. I began to read through the early scenes of "Alberich" and "The Rhinemaidens," getting horribly entangled therein. I soon lost patience with these, and turned to the better-known pages, such as the "Procession of the Gods," "The Ride of the Valkyries," and the "Fire Music." From the first I was struck with the remarkable effects the piano seemed capable of producing, which would have to be avoided before arriving at anything like a finished performance. I saw, too, the absolutely non-pianistic nature of the subject. Yet I knew that the Wagnerian atmosphere and effects were all in the piano could I but get at them.

THE BEGINNING.

I happened one day to play some of these pages to a few friends whose opinions on music I valued. They seemed impressed with the performance, and said that I reproduced to their mental vision the whole stage set at the Opera House. I remember one of them said: "Your performance is a complete whole, a sort of miniature of the original. Were I in your place I should devote serious study to this subject."

I did so. I took two years to study the scores in detail. It did not prove an altogether simple matter, and I soon found that the friends who advised me to give the subject serious attention were in the minority. People were continually asking irritating questions, such as, "Why not play 'Traviata' and 'Trovatore'?" "If I must play opera?"

To this day there are people who cannot grasp the fact that the soul of a Wagnerian tune-drama is instrumental, while that of an Italian opera is vocal, for which reason the former can, and the latter cannot, be expressed on a pianoforte. A professor at one of our leading schools said to me, "You are not doing anything new. It has been done for the last twenty years by various people. You talk of bringing mental pictures to your listeners, but if I, or any musician, want mental pictures of Wagner, we just reach down the scores from our library shelf and read them."

The most popular of all our English conductors disapproved of my idea. It has been tried before, and has always turned out a failure. Besides, there is such a gorgeous repertoire for the pianist; why not stick to that?

STEADY WORK.

Whatever advice people gave me, I just went steadily on with my work, and by slow degrees the scenes began to take shape under my fingers. But though all the scenes are deeply interesting to study, all are not possible of expression on the piano. Some—apparently the simplest—the piano seems to refuse to reproduce, and among these may be cited the lovely scene between Siegmund and Sieglinde in the first act of "The Valkyries." Other numbers would think absolutely unplayable, such as the "Death of Isolde," and the final scene from "Götterdämmerung," can be portrayed with extraordinary fidelity.

This evening I am playing for the first time what is possibly the least pianistic subject of them all—"Hagen" and the "Gibichung Men," from the second act of "Götterdämmerung," yet the piano conveys the sense of this excerpt as vividly as any of the scenes.

One of my greatest difficulties was the impossibility of getting any coaching on the subject. The only "orchestra" I could turn to was the Queen's Hall orchestra and the Covent Garden performances. These I never missed, and later I travelled to Bayreuth for the festival.

To this day I find I rarely listen to a Wagnerian orchestral performance without bringing home some addition to my pianoforte scenes. For it must be remembered that the thousand and one points of rhythm, colour, and accent we hear in the orchestra are non-existent in the piano score, which are merely the skeletons of course, and when I have taken a lesson from my "professor," the orchestra, I turn to these to work out my new discoveries.

CASEY'S ORCHESTRA.

I remember the day I learnt how to produce the Glockenspiel effect in the "Fire Music." I was neither at Queen's Hall nor at Covent Garden, but listening to a selection from "The Valkyries" at the casino of a poor little orchestra and a miserable performance; but something struck me for the first time in a particular passage, and when I consulted my score I quite saw how to produce the effect I wanted on the piano.

My first two recitals were of a semi-private nature, and took place at Leighton House nearly two years ago. It was some time after that that they attracted any degree of notice. But as soon as they did the interest in them was extraordinary. I used to think that only the Wagnerians would care to listen to my piano scenes, but my experience of the last few years has inclined me to alter that view. Quite a large number of persons have gone to Covent Garden to hear the "Ring" for the first time, and a few have journeyed to Bayreuth—solely because of the interest awakened in them by my recitals.

The provincial work I have done has been more interesting to me than anything else. I remember playing in a northern town a few years ago. My audience consisted of rough farmers with their families, townspeople, and a sprinkling of country gentry. There were no printed "word pictures" of the stage scenes, such as I have on my London programmes, nothing but the bare title of the scenes. As I sat down to the piano I wondered what they would make of the "Procession of the Gods," and so on. I need not have been anxious, however, for when I had finished playing the little town hall rang again and again with their enthusiasm. I cannot think that these people understood, but they intuitively felt the power and beauty in this music.

It is stated that the four nights' entertainment, recently given in Singapore by the Chinese Amateur Dramatic Co. of Selangor, resulted in a considerable sum of money—nearly \$20,000—being raised for the benefit of the projected new Cantonese free hospital. It is understood that next year, when the anti-Opium Society conference takes place in Singapore, the dramatic company will again perform there.

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[36]

HOW THE EAST IS MIS-REPRESENTED.

REV. F. B. MEYER CHALLENGED.

As the Rev. F. B. Meyer was a recent visitor to Hongkong, readers will be interested in the following editorial from the *Pingang Gazette*.

The danger of putting into cold print and circulating among the Home public hastily formed travel impressions of the East, is strikingly exemplified by an article from the pen of the Rev. F. B. Meyer in the *British Weekly*. Here we have a man universally acknowledged to be a good, honest, straightforward Christian and yet he has sent forth to the Nonconformist world a description of conditions alleged to prevail in Peking which is nothing but a farrago of absurd inaccuracies. Any of the gentlemen with whom he came into contact during his stay here would, had he seen a proof of Mr. Meyer's article, have been able to point out to him the mistakes, ranging from mere exaggerations to absolute mis-statements of fact, with which it literally teems. We do not for a moment question his zeal for the truth, but why on earth did he not consult the proper authorities before making such wild and inaccurate statements with regard, for instance, to the frequency of suicide and the ravages of vice among the young men of this island? To the best of our knowledge only one young European has committed suicide in Peking during the last five or six years, and he, poor fellow, was out of employment. We are not particularly concerned about the reputation of the European youth of Peking, which can look after itself; we know for a fact that their morality compares very favourably with that of the same class of men at home, though what Matthew Arnold has called *Thomian* *moyn* *seniel* is much the same the world over. But we are grieved to see a man who enjoys the respect even of those who do not share his extreme evangelical views making himself, however unwittingly, a vehicle for the propagation of libellous untruths concerning a community that received him with all kindness and courtesy and listened to him with deference and attention. It is again absolutely untrue to say that the opium farmer has ever attempted to increase his sales by free gifts of opium to the people. The allegation was disproved during the sitting of the Straits Settlements Commission. The reference to the "Native Government" of Peking reveals the depth of the ignorance of the revered gentleman who will, however, be accepted as an authority by Nonconformity at home. The remarks about the "abbath-desecrating bridge-playing, fancy-dress-ball-giving" men and women, would seem to indicate that Mr. Meyer's information on this subject has been derived from sources which were at pains to present him a distorted and jaundiced view of local society for personally he has the reputation of being a kindly and sensible man. Apparently the Devil, like the Deity, moves in mysterious ways and it is altogether in keeping with the Goethean conception of Mephistopheles, *der Geists der stets verneint*, that he should choose a minister of religion for the dissemination of statements that are untrue, calculated to defeat their own object and certain greatly to hinder and injure the work of the Christian Church in this part of the world.

DEMAND FOR FOREIGN PAPER IN JAPAN.

The *Osaka Asahi* states that the publication and sale of new books in Germany, when the publication of books is so extensive, has notably decreased since last year on account of the depression of trade. This has produced a serious effect on the paper mill industry in Austria-Hungary, where the mills are suffering from over-production. The Austro-Hungarian mills have been strenuously seeking to export their paper to the Orient, especially to Japan, by establishing branch offices or agents in Hamburg in view of the fact that the paper-mill industry in the Far East has not much developed, and the supplies have to be looked for abroad. In Japan the total annual consumption of paper by newspapers amounts to about 25,400 tons, representing about £396,000 in value, and the total annual production of paper is not more than 20,400 tons—4,500 tons by the Oji Paper Mill, 6,000 tons by the Fuji Paper Mill, 4,800 tons by the Kyushu Paper Mill, 2,400 by the Yokokuchi Paper Mill, 1,800 tons by the Nakatsugawa Mill, and the rest by other mills. Austro-Hungarian paper, which is constantly arriving, is being sold at about ¥37.50 per roll, the same rate as that of paper produced in Japan. This paper is good in quality and takes printing in very well. It is accordingly welcomed by Japanese newspaper offices. The *Osaka Asahi* believes that Austrian paper for newspapers cannot yield a profit at the price now sold, and Austrian mills are merely dumping their surplus regardless of profit. When the publication business in Europe revives, the supply to Japan will fall short. But although the Austrian mills cannot permanently compete with the Japanese, the sale of their production in Japan must not be despised.

SHIPPING.

ARRIVALS.
ACHILLEA, British str., 4,433, R. C. Thompson, 17th July—Liverpool and Singapore 12th July, General Butterfield & Swire.
ARMAND BEHIC, French str., 6,548, B. Lafont, 18th July—Shanghai 15th July, General—Messageries Maritimes.
BANRI MARU, Japanese str., 2,358, J. Yamada, 16th July—Moji 10th July, Coal—Hishio Shosen Kaisha.
BENTON, British str., 2,164, D. S. Calley, 18th July—Moji 11th July, Coal—Jardine, Matheson & Co.
BUJUN MARU, Japanese str., 1,340, Y. Fueno, 18th July—Shanghai 11th July, General—Onaka Shosen Kaisha.
CHUNSHING, British str., 1,265, V. McLiddle, 17th July—Tientsin 10th July, General—Jardine, Matheson & Co.
CLARA JENSEN, Ger. str., 1,109, J. Bendixen, 17th July—Haiphong 12th and Hoikow 16th July, Coal—Jobson & Co.
DAGNY, Norwegian str., 18th July—Canton.
FAUSANG, British str., 1,410, H. S. Malkin, 17th July—Moji 11th July, Coal—Jardine, Matheson & Co.
FITZPATRICK, British str., 2,857, R. E. Hutchinson, 16th July—Moji 10th July, Coal—Onaka Shosen Kaisha.
HAMMON, British str., 636, J. W. Evans, 18th July—Fochow, Amoy and Swatow 17th July, General—Douglas, Lapsack & Co.
HAIVANG, British str., 1,362, A. E. Hodgins, 18th July—Fochow, Amoy and Swatow 17th July, General—Douglas, Lapsack & Co.
HALLIN, Norwegian str., 1,065, Selberg, 16th July—Bangkok and Hoikow 14th July, Rice—Orler.
HANGSANG, British str., 15th July—Canton.
KIAOW, Chinese str., 1,002, A. T. Brisenator, 17th July—Chinkiang 13th July, General—Chinese.
LABETTE, British str., 1,540, Frampton, 18th July—Seigon 14th July, Rice—Wo Fat Sing.
LIAN, British str., 17th July—Canton.
LUGHOW, British str., 1,215, W. Baddley, 18th July—Newchwang and Chefoo 12th July, General—Butterfield & Swire.
MERAPI, Dutch str., 1,597, Grovert, 16th July—Shanghai 10th July, General—Chinese.
WONGKOT, German str., 1,115, W. Reher, 17th July—Bangkok and Swatow 16th July, Rice—Butterfield & Swire.
YINGCHOW, British str., 1,216, W. Fraser, 18th July—Shanghai 15th July, General—Butterfield & Swire.

DEPARTURES.

AMIGO, German str., for Tsingtau.
ANHUI, British str., for Shanghai.
BOMBAY MARU, Jap. str., for Shanghai.
CHOISING, German str., for Amoy.
DEVAWONGSE, German str., for Swatow.
FUDO MARU, Japanese str., for Canton.
GIENFALLOU, British str., for Amoy.
HANOI, French str., for Quang Chow Wan.
JAPAN, British str., for Singapore.
JOHANN, German str., for Pakhoi.
KIEV, Russian str., for Shanghai.
KWANGLEE, Chinese str., for Shanghai.
MATILDE, German str., for Hoikow.
NANCHANG, British str., for Nanchowang.
SIBERIA, American str., for Singapore.
ST. PATRICK, British str., for Hongkong.
SYRIA, British str., for Shanghai.
YUNNAN, British str., for Manila.
ZAFIRO, British str., for Manila.
BUSHU MARU, Jap. str., for Wakamatsu.
CHUDAS, Norwegian str., for Swatow.
DAIJO MARU, Jap. str., for Swatow.
HELENE, German str., for Swatow.
HOPKINS, British str., for Singapore.
KIVVERO, German str., for Hoikow.
NANCHAN, British str., for Hongkong.
SIBERIA, American str., for Shanghai.
TOMOTE MARU, Japanese str., for Chimanpo.
VICTORIA, Swedish str., for Haiphong.

SHIPPING REPORTS.

The British str. *Chungking* reports: Strong S.E. winds and heavy swell.
 The British str. *Bentworth* reports: Fine clear cloudy weather, sea smooth and light southerly winds.

VESSELS IN DOCK.

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KOWLOON DOCK—*Hailan*, *Vorwarts*, *Peiho*, *Butuan*, *Sofstad*, *Germania*, *Sau Cheong*.
COSMOPOLITAN DOCK—
TAIKOO DOCK—*Huangchow*, *Chianhua*, *Yochow*.

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To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON & ANTWERP	SEGURA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
LONDON & ANTWERP via SINGAPORE &c.	MALTA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 28th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINE	On 24th inst.
COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	—	—	MELCHERS & Co.	About 28th inst.
HAYRE & HAMBURG via STRAITS &c.	BRASILIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 23rd inst.
HAYRE & HAMBURG via STRAITS &c.	SKOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINE	On 31st inst.
MARSEILLES, &c. via PORTS OF CALL...	ALYONIA	Fr. str.	—	Lafont	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, &c. via PORTS OF CALL...	ISTRIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 31st inst.
MARSEILLES, &c. via PORTS OF CALL...	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst. at D'light
MARSEILLES, &c. via PORTS OF CALL...	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 4th Aug. at D'light
MARSEILLES, &c. via PORTS OF CALL...	YEDDO	Jap. str.	—	—	MELCHERS & Co.	About Middle of Aug.
MARSEILLES, &c. via PORTS OF CALL...	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About 28th inst.
MARSEILLES, &c. via PORTS OF CALL...	AMERICA MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 30th Aug. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	KLEIST	Ger. str.	—	O. Pahnke	MELCHERS & Co.	On 30th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	PERIA	Ger. str.	—	P. Girgovich	SANDER, WIELER & Co.	About 27th inst.
MARSEILLES, &c. via PORTS OF CALL...	INDRAWADI	Brit. str.	—	W. G. Williams	DODWELL & Co., Ltd.	On 31st Aug.
MARSEILLES, &c. via PORTS OF CALL...	WELSH PRINCE	Brit. str.	—	—	ARNHOLD, KARBURG & Co.	On 10th Aug.
MARSEILLES, &c. via PORTS OF CALL...	EXPRESS OF INDIA	Brit. str.	2 m.	J. Mathee	CANADIAN PACIFIC R. Co.	On 24th inst. at 6 p.m.
MARSEILLES, &c. via PORTS OF CALL...	KUMERIC	Brit. str.	—	—	DODWELL & Co., Ltd.	On 29th inst.
MARSEILLES, &c. via PORTS OF CALL...	MONTAGLE	Brit. str.	1 m.	E. R. Hutchinson	CANADIAN PACIFIC R. Co.	On 18th Sept. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	FITZPATRICK	Jap. str.	—	K. Salo	OSAKA SHOSHEN KAISHA	On 31st inst.
MARSEILLES, &c. via PORTS OF CALL...	AKI MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th Aug. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	TAITVAN	Brit. str.	1 m.	MoArthur	GIBB, LIVINGSTON & Co.	To-day, at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	SAUSTON	Brit. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	MUNCASTLE CASTLE	Ger. str.	—	H. Ragenner	MELCHERS & Co.	On 6th Aug. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	COLEMAN	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th Aug. at 10 a.m.
MARSEILLES, &c. via PORTS OF CALL...	NIKKO MARU	Jap. str.	—	T. Takada	NIPPON YUSEN KAISHA	On 3rd Sept. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	INABA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 23rd inst. at 5 p.m.
MARSEILLES, &c. via PORTS OF CALL...	ASUTA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst. at 5 p.m.
MARSEILLES, &c. via PORTS OF CALL...	NIKKO MARU	Jap. str.	—	Pander	NIPPON YUSEN KAISHA	On 4th Aug. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	TIPANAS	Dut. str.	—	J. McClymont-Liddell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, &c. via PORTS OF CALL...	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	BERNET SIMONS	Franch. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, &c. via PORTS OF CALL...	LIAN	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
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MARSEILLES, &c. via PORTS OF CALL...	CARMATHENSHIRE	Brit. str.	k. w.	S. H. Belsan	DAVID SASSOON & Co., Ltd.	To-morrow.
MARSEILLES, &c. via PORTS OF CALL...	SAXONIA	Ger. str.	—	Y. Fueno	OSAKA SHOSHEN KAISHA	On 22nd inst. at 10 a.m.
MARSEILLES, &c. via PORTS OF CALL...	GREGORY APCAR	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	BUJUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst. at D'light
MARSEILLES, &c. via PORTS OF CALL...	CHINEVA	Brit. str.	—	—	P. & O. S. N. Co.	On 26th inst.
MARSEILLES, &c. via PORTS OF CALL...	DMITRI	Brit. str.	1 m.	Malhov	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	CHENAN	Brit. str.	k. w.	J. O. Richards	HAMBURG-AMERIKA LINE	On 28th inst.
MARSEILLES, &c. via PORTS OF CALL...	DORTMUND	Ger. str.	—	B. Wilhelmi	MELCHERS & Co.	About 28th inst.
MARSEILLES, &c. via PORTS OF CALL...	MOYOTO MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	KORSEN	Ger. str.	1 m.	O. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	KWANG	Brit. str.	—	P. J. van Emmerick	P. & O. S. N. Co.	About 30th inst.
MARSEILLES, &c. via PORTS OF CALL...	ANBU	Brit. str.	1 m.	K. Sugi	OSAKA SHOSHEN KAISHA	About Beginning of Aug.
MARSEILLES, &c. via PORTS OF CALL...	SUMATRA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, &c. via PORTS OF CALL...	INDIAN	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 31st inst. at 10 a.m.
MARSEILLES, &c. via PORTS OF CALL...	THILAPAP	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	SOEVI MARU	Jap. str.	—	—	DOUGLAS, LAPSACK & Co.	To-morrow, at 2 a.m.
MARSEILLES, &c. via PORTS OF CALL...	PAKHOI	Brit. str.	1 m.	—	DOUGLAS, LAPSACK & Co.	To-morrow, at 9 a.m.
MARSEILLES, &c. via PORTS OF CALL...	HAUNIN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 22nd inst. at 9 a.m.
MARSEILLES, &c. via PORTS OF CALL...	HAIVANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
MARSEILLES, &c. via PORTS OF CALL...	SINGAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	LOONGHANG	Brit. str.	—	R. W. Almond	PHILIP, THOMES & Co.	On 24th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	RUH	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 27th inst. at 3 p.m.
MARSEILLES, &c. via PORTS OF CALL...	TAMING	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	YUNNAN	Brit. str.	—	G. H. Pennefather	PHILIP, THOMES & Co.	On 31st inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	ZAFIRO	Brit. str.	1 m.	Wagall	JARDINE, MATHESON & Co., Ltd.	On 34th inst. at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	YUNNAN	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	Beginning of August.
MARSEILLES, &c. via PORTS OF CALL...	BOBINO	Ger. str.	—	Fred. Payne	DAVID SASSOON & Co., Ltd.	On 26th inst.
MARSEILLES, &c. via PORTS OF CALL...	ONYON MARU	Jap. str.	—	J. G. Olfert	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, &c. via PORTS OF CALL...	YAMANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MARSEILLES, &c. via PORTS OF CALL...	ONANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug. at Noon.
MARSEILLES, &c. via PORTS OF CALL...	YAMANG	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, &c. via PORTS OF CALL...	TIRINI	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PARNKE	Wed'ay, 28th July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. H. WILHELM	About Wed'ay, 28th July.
MANILA, YAP, NEW GUINEA, BEIRUT, SYDNEY and MELBOURNE	"COLEMAN" Capt. H. RAGENNER	Friday, 13th Aug. at 10 a.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 17th July, 1909. [5]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathee	On 29th July.
* AYMERIC	4,365	J. Boyd	On 26th August.
* SUVERIC	6,232	S. Shorton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 1st July, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July.
MARSEILLES, via PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 2nd Aug. p.m.
MARSEILLES, via PORTS	"CALDONIEN" Capt. Casanova	On 3rd Aug. 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 16th July, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" Sat., 24th July. "EMPRESS OF JAPAN" Sat., 14th Aug. "EMPRESS OF CHINA" Sat., 14th Sept. "MONTAGLE" Saturday, 18th Sept. "EMPRESS OF INDIA" Sat., 25th Sept. From Quebec. "ALLAN LINE" Friday, 20th Aug. "EMPRESS OF BRITAIN" Fri., 10th Sept. "ALLAN LINER" Friday, 1st Oct. "EMPRESS OF IRELAND" Fri., 22nd Oct.

"Empress" Steamships leave HONGKONG at 6 p.m. "Montagale" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Via Canadian Atlantic Ports or New York £71.10 Hongkong to London, 1st Class. Intermediate on Steamers £45. "and 1st Class Railway" £45. First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND-THE-WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to **D. W. GRADDOCK, General Traffic Agent for China, Corner Fokker Street and Prays, opposite Blake Pier.**

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Belsan, will be despatched for the above Ports TOMORROW, the 20th inst. at 4 p.m.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 Days).
 Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 22nd July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 24th July	See Special of Call.
LONDON and ANTWERP	DELTA	Noon, 24th July	See Special of Call.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANSEILLES	DELTA	Noon, 24th July	See Special of Call.
SHANGHAI, MOJI, KOBÉ	SUMATRA	About 30th July	Freight and Passage.
and YOKOHAMA	SUMATRA	About 30th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"PAKHAI"	On 19th July, 4 P.M.
MANILA, ZAMBOANGA, CEBU, CAGAIEN, TOWN, VILLE, HEISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"LINAN"	On 19th July, 4 P.M.
MANILA	"TEAN"	On 20th July, 3 P.M.
HOIHOW, PAKHAI and HAIPHONG	"SINGAN"	On 22nd July, 9 A.M.
SHANGHAI	"CHINHUA"	On 22nd July, 4 P.M.
CEBU and LOILO	"SUNGKIANG"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, 4 P.M.
MANILA	"TAMING"	On 27th July, 3 P.M.
SHANGHAI	"ANHU"	On 30th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHU", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

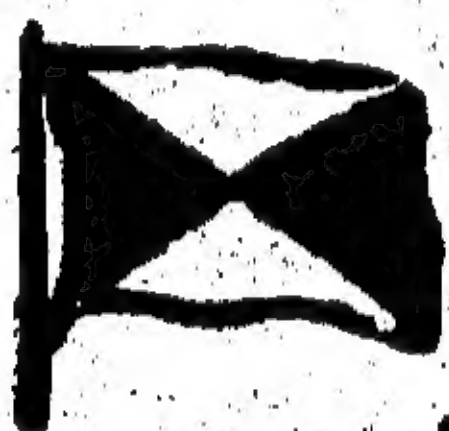
N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 24th July, Noon.
ZAFIRO	2540	R. Bodger	Manila	On 31st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 16th June, 1909.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	AMOI	TUESDAY, 20th July, at 9 A.M.
"HAIYANG"	SWATOW, AMOI and POOCHOW.	TUESDAY, 20th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO POOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th July, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Tuesday, 20th July, Noon.
SINGAPORE, SAMARANG and SOERABAYA	"ONSONG"	Tuesday, 20th July, 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Wed. day, 21st July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 23rd July, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 24th July, Noon.
SHANGHAI, YOKOHAMA, KOBÉ and MOI	"KUTSANG"	Friday, 30th July, Noon.
MANILA	"YUENSANG"	Friday, 30th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Sipporna, Tawau, Truk, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBÉ	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHEBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	KAWACHI MARU, Capt. H. Peterson, 6,500	6,500	WED. DAY, 21st July, at Daylight.
VIETNAM, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOI, KOBÉ and YOKOHAMA.	SANUKI MARU, Capt. K. Homma, 6,500	6,500	WED. DAY, 4th Aug., at Daylight.
YOKKAICHI, SHIMIDZU and YOKOHAMA.	AKI MARU, Capt. K. Sato, 7,090	7,090	TUESDAY, 20th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Capt. M. Hagino, 6,500	6,500	TUESDAY, 17th Aug., at 4 P.M.
KOBÉ and YOKOHAMA.	YAWATA MARU, Capt. T. Sekino, 5,000	5,000	FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO.	NIKKO MARU, Capt. M. Yagi, 5,000	5,000	FRIDAY, 3rd Sept., at Noon.
SEAH GHA I, MOI and KOBÉ.	INABA MARU, Capt. R. Takeda, 6,500	6,500	FRIDAY, 23rd July, at 5 P.M.
NAGASAKI, MOI, KOBÉ and YOKOHAMA.	CEYLON MARU, Capt. Fred. Pyne, 6,000	6,000	MONDAY, 26th July, at Noon.
NAGASAKI, MOI, KOBÉ and YOKOHAMA.	MOYOI MARU, Capt. J. C. Richards, 4,000	4,000	WED. DAY, 23rd July, at Noon.
NAGASAKI, MOI, KOBÉ and YOKOHAMA.	ATSUTA MARU, Capt. Wm. Thompson, 9,000	9,000	FRIDAY, 30th July, at 5 P.M.
NAGASAKI, MOI, KOBÉ and YOKOHAMA.	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	WED. DAY, 4th Aug., at Noon.

Fitted with New System of Wireless Telegraphy.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	About Wed. 23th July.
MISHIMA MARU	(Capt. A. E. Moses)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.			
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.			
	Yokohama Return.	Kobe Return.	Moji Return.
1st CLASS	\$120	\$110	\$100
2nd "	\$80	\$70	\$60

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

15-93

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBÉ:	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SAXONIA ... 20th July	S.S. ISTRIA ... 21st July
S.S. DORTMUND ... 27th July	FOR HAVRE & HAMBURG:
S.S. REEZA ... 13th Aug.	S.S. BRASILIA ... 23rd July
S.S. C. FERD. LAEISZ ... 17th Aug.	FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. AMBRIA ... 27th Aug.	S.S. SEGOVIA ... 31st July
S.S. NICOMEDIA ... 8th Sept.	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. LIBERIA ... 15th Sept.	S.S. SAMBIA ... 12th August
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 20th August

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 15th July, 1909.

Hongkong Office.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—

15, DES VOGES ROAD,
HONGKONG.

Japan Office:

14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIMAH	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 13th July, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

1462

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, SHANGHAI, MOI, KOBÉ, SHIMIDZU and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson, 4,416	4,416	SATURDAY, 31st July
	"SEATTLE MARU" Capt. 6,178	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
ANPING via SWATOW, SHANGHAI via SWATOW, AMOI & POOCHOW	"SOSHU MARU" Capt. K. Sugi "BUJUN MARU" Capt. Y. FUKENO	WED. DAY, 21st July, at 10 A.M. THURSDAY, 22nd July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" On 31st Aug.

For Freight and further information, apply to

DODWELL & Co., Ltd.,
Agents.

Hongkong, 15th July, 1909.

1967

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

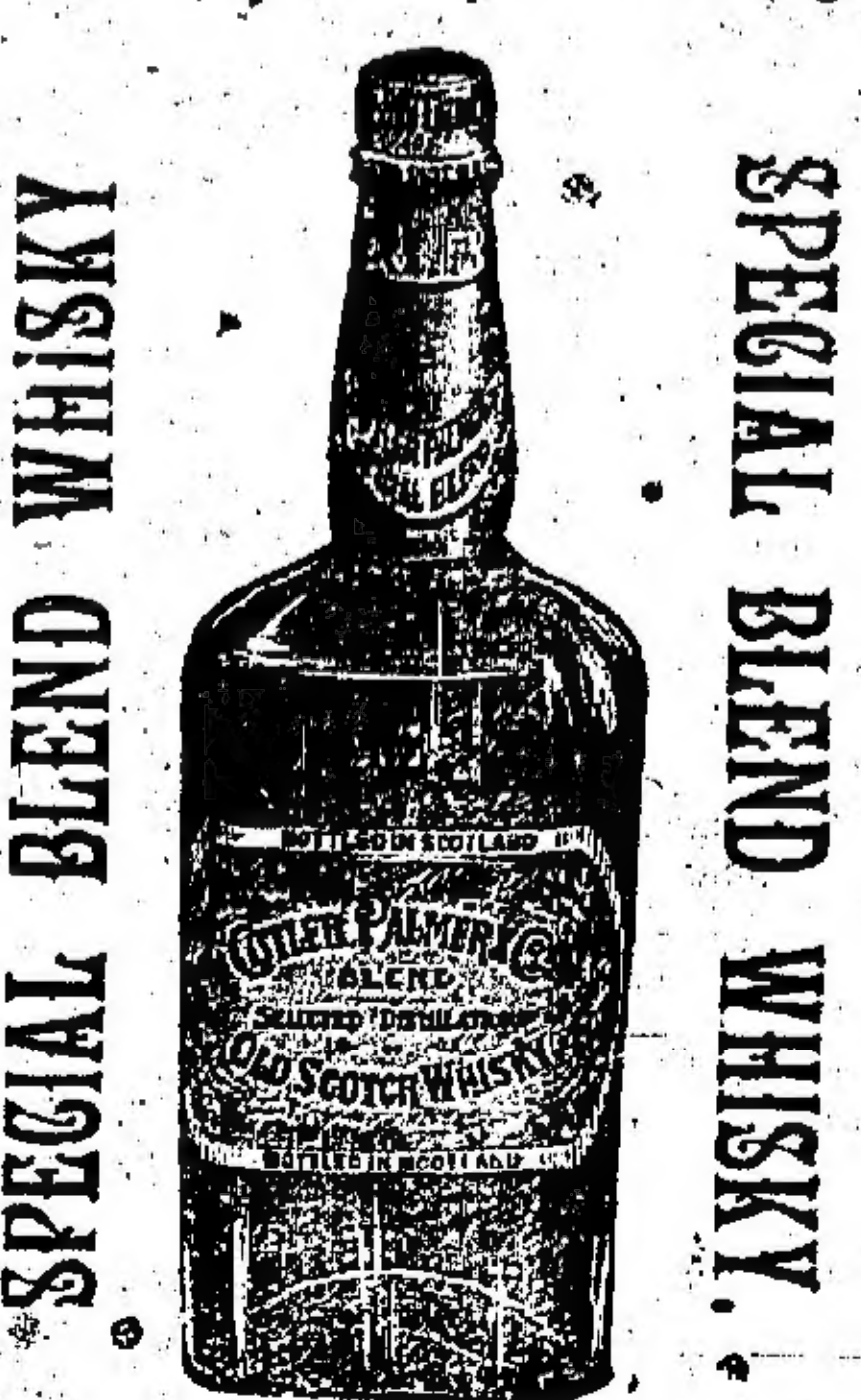
For Freight and further particulars, apply to

DODWELL & Co., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1898.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,
HONGKONG.

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